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HONGKONG, MONDAY, OCTOBER 11, 1909

八十月八年九百九一第

PRICE, \$8.00 Per Month.

**THORNE'S**  
OLD VAT

\$15  
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CASE



As supplied  
to the  
House of  
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THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GREENOCK AND HAS BEEN SOLD AS SUCH SINCE 1823

**SCOTCH WHISKY.**

SOLE AGENTS IN  
HONG KONG, CHINA & MANCHURIA  
**A. S. WATSON & CO., LTD.**  
Hongkong, May 1, 1907.

## SPORTING.

### Football.

HONGKONG CLUB v. R.E.

This match was witnessed by a fairly large crowd of spectators on Saturday. There were several new players in the Club ranks, while the Engineers turned out a strong eleven, most of whom were seen a good deal last season. To the whistle of Sergt. Walsh of the Buffs, the teams lined out as follows:

Hongkong—Hickling: Carroll and McCubbin; Lester, Gregory and Kilby; Aitchison and May; Weston, Whitmarsh and Hertalet.

Engineers—Beardmore, Coxon and Lamb; Jackson, McQuarrie and Gully; Parslow and Morrish; Meaney; Taylor and Hammond.

In spite of the heavy rain which had fallen in the earlier part of the day, the turf was in good condition. Kicking off with their backs to the western goal the Engineers at once got down into their opponents' territory. Hammond dropped the leather well into the mouth of the goal, but McCubbin happened to be on guard and he punted out, the ball falling to Carroll, who made safety doubly sure by relieving with a flying kick. It subsequently pressure the military outside left had another chance when he was left with an open goal at his mercy. His shot, however, went sadly wide of the mark. The next incident of note was a clever burst away by Aitchison on the extreme right. He forced matters so that the leather came off one of the R.E. defenders and glanced into the arms of the keeper, who had plenty of time to clear. Soon after, Aitchison was again in the picture and the outcome of a speedy run up field was that a corner was forced, from which, however, nothing came. Play was transferred to work by the soldiers was witnessed. The offside rule operated against Morrish when he was in a commanding position in the mouth of the goal, while moment later Parslow called upon Hickling to get away. From midfield Weston dashed away and when nearing the military goal gave to Whitmarsh, who delivered a hotshot, but Beardmore was much alive. In subsequent pressure by the Club the leather travelled out to Hertalet, who took a running drive at goal. The keeper managed to hold the ball for a second, but then it slipped from his grasp and passed between his legs into the net. This was some ten minutes prior to half-time. Nettled by their ill-luck the soldiers exerted pressure at the other end, and were soon almost successful. Hickling was called on to kick out a powerful drive from Parslow, and in the scramble which ensued Carroll relieved with a big kick. Beyond a troublesome shot from May nothing further of note transpired in the opening half, at the conclusion of which the score stood at one goal to nil in the Club's favour.

The Club were the first to become aggressive in the second moiety. Beardmore was early called upon to scoop up a shot from Weston, while, just afterwards, Hertalet brought the custodian to his knees in order to elicit a clearance. The result of operations was then changed, Parslow sending in a beauty from the extreme right, which Hickling smartly got away. Both goals were visited in turn, and then the Engineers pinned the civilian defence down for a time. They forced two corners in succession without result, but the desired end was achieved a moment later. Coxon sent up by a powerful kick and Hammond fastened on to the ball and dropped it into the goal's mouth. Morrish dashed up and succeeded in bundling the leather into the net, thus putting the teams level. The military were now playing up with much greater confidence and Hickling had to deal with many shots in succession from Taylor and Morrish, the latter being just diverted in time by the Club keeper. A temporary visit to the other end was followed by the soldiers trying hard to get the lead. An offside goal was scored by Meaney, while later a likely shot from Parslow was made of no effect by being headed wide of the posts. A further shot from Meaney gave Hickling some little trouble, but no further scoring took place, and time came with the score—Hongkong, 1 goal; Engineers, 1 goal.

## A SAFE MEDICINE.

DON'T be afraid to give Chamberlain's Cough Remedy to your children. It is intended especially for coughs, colds, croup and whooping cough, and it is the best medicine for these diseases. It is perfectly safe for all ages. For sale by all chemists and druggists.

## Business Notices.

**W. S. BAILEY & Co., Ltd.**

ENGINEERS AND SHIPBUILDERS.

OFFICES AND WORKS,  
KOWLOON CITY ROAD.

TELEPHONE, K. 21.

**HARMSTON'S  
GRAND CIRCUS**  
AND ROYAL MENAGERIE OF PERFORMING  
WILD ANIMALS.

The Largest and Best Circus Combination Travelling the East.

Location of our Tents—  
TRAMWAY TERMINUS, KENNEDY TOWN.

Grand Success of OUR FIRST CHANGE of Programme

**TO-NIGHT!  
NEW ACTS! NEW ACTS!**  
AGAIN TO-NIGHT at 9.15 Sharp.

OUR ALL-STAR COMPANY OF  
LONDON & CONTINENTAL ARTISTES  
**30 IN NUMBER 30**

NEXT MATINEE WEDNESDAY, October 13th.

DOORS OPEN 3 O'CLOCK. PERFORMANCE AT 4 P.M. SHARP.  
Children Half-price to Matinees only.

Same Great Programme as in the Evening—Nothing curtailed.

For full particulars read our Descriptive Hand Bills.

Soldiers and Sailors in uniform Half-price to the \$1.00 and \$2.00 Seats.

Booking at ROBINSON PIANO CO., LTD.

Notice: Special Trains run before and after every performance.

MADAME HARMSTON-LOVE, COL. BOB LOVE, R. ALTON,  
Proprietress, Advance, Sole Manager, Representative.

Hongkong, September 25, 1909.

## REGRET

YOU WILL NEVER if you Visit MOHIDEEN & THAHA  
in D'Aguilar Street, the new JEWELLERS

and DEALERS in

**CEYLON PRECIOUS STONES**

AND OTHER JEMS OF EVERY DESCRIPTION.

Hongkong, September 1, 1909

**PURE DRINKING WATER.**

**BERKEFELD FILTERS**

DRIP FILTERS IN GLASS AND STONEWARE.

**Pump Filters.**

**Pressure Filters.**

Prices on application.

**VICTORIA DISPENSARY.**

## NOTICE.

HAVING been appointed AGENTS in  
Hongkong for the WESTERN  
ASSURANCE COMPANY, we are pre-  
pared to accept approved European and  
Chinese risks at current rates.

JOHN D. HUMPHREYS & SON,  
Hongkong, August 17, 1909.

## NOTICE.

HERR HEINRICH KOEHLER will  
give a PIANO RECITAL at the  
PEARL HOTEL on MONDAY EVENING,  
the 11th instant, at 8.30 P.M.

Hongkong, October 7, 1909.

**SCOTCH-SAVED SEEDS.**  
FROM SCOTLAND.

Collections Vegetable and Flower Seeds  
from 8/-, 10/-, 21/- to 100/-.  
Carriage paid. Catalogues mailed free.  
**TILLIE WEYBEE & CO.,**  
12, Melbourne Place, George IV Bridge,  
EDINBURGH.

June 7, 1909.

747

**NIGHT STEAMER TO**

**CANTON**

New Twin Screw Steamer,

**S.S. SAN CHEUNG**

Visited throughout with Electric Light

and Fans supplied in all Cabins.

(Capt. J. McGARRY)

LEAVES Hongkong for Canton at 9 P.M.

on

SUNDAY, TUESDAY & THURSDAY.

Leaves Canton for Hongkong at 8.30 P.M.

MONDAY, WEDNESDAY & FRIDAY.

Fares, 1st Class—\$2.50 single passage.

Meals—\$1 each.

Services—passage must be paid for.

**CHONG ON STEAMBOAT CO., LTD.**

No. 628, De Young Road Central.

Hongkong, November 12, 1909.

**E. C. WILKS,**

M. I. MECH, B. A. M. I. N. A.

LATE OF WILKS & JACK, LD.

**CONSULTING ENGINEER,**

**SURVEYOR, VALUER**

**AND ASSESSOR**

OF

WORKS, WHARVES,

AND FACTORIES.

AND ALL CLAIMS THEREON.

**MACHINERY & EFFECTS.**

**YORK BUILDINGS,**

(1st Floor), HONGKONG.

Office Tel. 194. Residence K20.

Tel. Address: Wincework, Hongkong.

Hongkong, April 14, 1909.

515

**GRAND CARLTON HOTEL.**

8 and 10, Ice House Road.

TELEGRAPHIC ADDRESS: GRAND, HONGKONG.

**RENOVED**

FOR LUXURY, COMFORT, QUIET, FRESHNESS AND EXCELLENT COOKING.

O. E. OWEN, Proprietor.

## Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

**BELL'S ASBESTOS**

THE  
MOST  
RELIABLE  
PACKING  
FOR  
DAGGER  
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MARINE  
ENGINES.

BELIAR OF IMITATIONS. SOLE MANUFACTURERS.

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.

OFFICE: 4, QUEEN'S BUILDINGS.

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**LANE, CRAWFORD & CO.**

TELEPHONE No. 97.

**NEW STOCK OF TENNIS RACKETS**

SPECIALLY MADE FOR L. C. & CO. BY

**SLAZINGER & SON.**

A LARGE SELECTION

from \$9 to

\$20.

GUT

REVIVER.

RACKET PRESSES.

**LANE, CRAWFORD & CO.**

A SMALL CASK OF

**O. B. BEER**

IS JUST THE THING FOR A

**PICNIC.**

**COOL AND REFRESHING**

(TAP PROVIDED).

Order from the

**ORIENTAL BREWERY, LTD.**

55-57, Des Voeux Road.

TELEPHONE 479. P. O. Box 238.

Hongkong, June 26, 1909.

835

**THE VIENNA CAFE COMPANY, LIMITED.**

No. 34, QUEEN'S ROAD CENTRAL. TELEPHONE No. 924.

BEG to notify the Public that a modern and up-to-date BAKERY and CAFE under

exclusively European management has been OPENED at the above entirely

rebuild and modernized premises.

The latest sanitary improvements employed. Strictest cleanliness all over the place.

Use only First-class Flour and other Materials.

The Company has secured the services of Messrs J. SOMMER and A. SOXOWITZ

for the Bakery and Confectionery Departments. The long experience of both Gen-  
tlemen in up-to-date establishments on the Continent is the best guarantee that only the  
best ever produced in the Colony will be supplied.

The Patronage of the Public is respectfully solicited.

Hongkong, September 13, 1909.

1169

**THE HONGKONG HOTEL.**

UNRIVALED FOR COMFORT AND COINTEGRITY.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

BAND AT LUNCH & DINNER. A. F. DAVIES, Manager.

Hongkong, February 3, 1908.

21

**PEAK HOTEL.**

ADAMABLY SITUATED AT VICTORIA GAP.

Adjoining the Victoria Road, 1,400 feet above Sea Level.

OPEN to the South within Summer and protected from the North-east Winds in

Winter. Commanding magnificent view of Hongkong, the Harbour and adjacent

islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Terms: From \$5 per day Max. Telephone Add: "Peak".

Power Office: 1, Des Voeux Road.

Hongkong, February 3, 1908.

21

**ASTOR HOUSE HOTEL**

(LATE CONNAUGHT HOTEL).

**QUEEN'S ROAD CENTRAL.**

CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely

New Management. Large and comfortable Rooms, Excellent Cuisine, under the

supervision of the distinguished French Chef.

PARTICULARS AND RATES on application to: **MANAGER.**

L. GARNETT, Proprietor.

Hongkong, October 5, 1908.

1281

**GRAND CARLTON HOTEL.**

8 and 10, Ice House Road.

TELEGRAPHIC ADDRESS: GRAND, HONGKONG.

**RENOVED**

FOR LUXURY, COMFORT, QUIET, FRESHNESS AND EXCELLENT COOKING.

O. E. OWEN, Proprietor.

## Business Notices.

**GREEN ISLAND CEMENT CO., LTD.**

**PORTLAND CEMENT**

In Casks of 375 lbs. net, \$5.50 per Cask, ex Factory

In Bags of 250 lbs. net, \$3.45 per Bag, ex Factory.

**Shewan, Tomes & Co.,**

GENERAL MANAGERS.

**FAIRALL & CO.**

ARE SHOWING

**NEW AUTUMN GOODS**

on MONDAY, OCTOBER 4th,

COMPRISING:

**NEW DRESS MATERIALS**

**MILLINERY**

IN ALL THE LATEST SHADES AND MODES

**Shoes, Gloves, Ribbons.**

7 & 9, PEDDER STREET. TELEPHONE 644

TELEPHONE 644

**DIAMONDS AND GEM-SET JEWELLERY**

Rings, Brooches, Ear-rings, Pins, Pendants, Hair-combs,

Charms, Chains, Links, &c.

Jade Stone and Chinese Made Gold Jewellery.

**GOLD & SILVER WATCHES, CLOCKS, OPTICAL GOODS.**

Repairs of Watches and Jewellery effected by experienced Europeans.

**J. ULLMANN & CO.**

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Hankow, January 24, 1938.
Hongkong, July 15, 1938.



LADIES are reminded that the cool season is now approaching and that

**POWELL'S**

HAVE JUST UNPACKED THEIR

**AUTUMN COATS, COSTUMES and ULSTERS.**

EARLY CUSTOMERS WILL HAVE THE BEST SELECTION.

**POWELL'S**

ALEXANDRA BUILDINGS.



**S. WATSON & Co., Ltd.**

ESTABLISHED A.D. 1841.

TOBACCONISTS & CIGAR MERCHANTS.

**Smokers'**

**Requisites.**

We have just received a large and entirely new assortment of smokers' requisites, from the celebrated B.B. Factory, including briar, meerschaum and calabash pipes, with and without cases. Qualities ranging from the cheaper kinds to the most luxurious. Also meerschaum and amber, and all amber Cigar and Cigarette Holders, etc., etc.

We specially recommend the new 'Clebo' pipe which embodies the latest contrivances calculated to afford a cool and dry smoke.

**CIGARS de Luxe**

Highly recommended  
CIGARS  
in boxes of 25...\$11 per 100.  
GRAND ROYAL—EL TAMARINDO  
in boxes of 50...\$8 per 100.

**A. S. WATSON & CO., LIMITED.**

ALEXANDRA BUILDINGS AND KOWLOON DISPENSARY.

**VICTORIA CINEMATOGRAH.**

GRAND HALL OF KOWLOON. DIA VOIX ROAD CENTRAL.

TO-MORROW: TO-MORROW: The Celebrated Athlete and Wrestler

MR. WANDA CRONIN.

MISS GALARD & LEE. SOUVENIR DANCING.

The Champion in Clog Dancing

MR. H. GUY.

**MOUTRIE**

**PIANOS**

HAVE NO EQUAL FOR BEAUTY OF TONE.

PERFECTION OF TOUCH.

AND

SOLIDITY OF CONSTRUCTION.

**Over 1200 now in use.**

**S. MOUTRIE & Co., Ltd.**

Hongkong, April 16, 1907.

**BUSINESS NOTICE**

**RATES OF SUBSCRIPTION**

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CHINA MAIL (daily) \$3.00 per month including postage, \$3.50 per month. OVERLAND CHINA MAIL (weekly) \$15.00 per year; including postage, \$17.00 per year.

Free delivery to all addresses accessible by messenger, including all Peak, Kowloon and Quarry Bay residences. Single copies, Daily, ten cents; Weekly, thirty cents; for cash.

Telegraphic Address, "MAIL," Hongkong. Code, A. B. C., fifth edition. Telephone No. 22. CHINA MAIL, LIMITED.

**MEMOS FOR TO-MORROW.**

**Amusements.**

9.15 p.m.—Performance of Harmonium's Circus at Kennedy Town.

**Miscellaneous.**

Transfer Books of Dairy Farm Co., Ltd., close from this date to 13th inst., inclusive.

**General Memoranda.**

Wednesday, October 13.—3 p.m.—Auction of Leasehold Properties at Messrs. Hughes & Hough's Sales Rooms.

Thursday, October 14.—2.30 p.m.—Auction of Chinese and Japanese Curious at Mr. Geo. P. Lammer's Sales Rooms.

Friday, October 15.—12.30 p.m.—Auction of Dairy Farm Co., Ltd. at Co.'s Town Office.

Friday, October 22.—11 a.m.—Meeting of Canton Insurance Office, Ltd. at Messrs. Jardine, Matheson & Co.'s Offices.

Saturday, October 23.—12.15 p.m.—Meeting of Hongkong Jockey Club on the ground floor of Hongkong Club Annex, Coler Road.

9.15 p.m.—Open Air Concert on Volunteer Parade Ground.

**The China Mail.**

HONGKONG, Monday, October 11, 1909

**THE PASSING OF A GREAT ASTRONOMER.**

The death of America's foremost mathematician and astronomer, Dr. Simon Newcomb, has drawn forth some remarkable tributes to his memory, many of which the *Literary Digest* admirably condenses. Thus we find Sir Robert Ball writing in *Nature*, "By the death of Prof. Simon Newcomb science has sustained one of the most severe blows of recent years. America has lost her most eminent man of science, and not since the death of Adams has the world been deprived of so illustrious an investigator in theoretical astronomy. As in the case of other men who have risen to a foremost position in science, Newcomb was wonderfully versatile. He was, as we have seen, a leader among mathematical astronomers, he did good work on various occasions in practical observation, and that he was a skilful experimenter when occasion required is shown by his beautiful investigations of the velocity of light, but Newcomb also wrote a number of books intended more for the general public than for technical astronomers. Those who had the privilege of enjoying Professor Newcomb's friendship will recognize throughout *Popular Astronomy* indications of that quaint humour which was so characteristic of the author. He wrote many other books; he was recognized as an authority on comets and life assurance, and he

even wrote a novel. It need hardly be said that for a self-taught man to become one of the foremost mathematicians of his day, and one of the great leaders of science, not only great abilities, but indomitable industry were necessary. Newcomb was an indefatigable worker. From morning until night he was at his desk, and yet such was the kindness of the man that when a demand on his time and friendship was made by a brother astronomer or mathematician, his books were laid aside, and he would devote himself assiduously to a day of gracious offices for his visitor. Thus passes from the world the most conspicuous figure among the brilliant band of contemporary American astronomers. His inspiring example will long be treasured by those who were acquainted with his work."

Of Newcomb's work on the *Nautical Almanac* a writer in *The Scientific American* says that he thoroughly re-organized the office and placed it upon a more scientific footing. "He mapped out a programme of work which involved a discussion of all the observations of value on the positions of the sun, moon, and planets, and incidentally on the bright fixed stars, made at the leading observatories of the world since 1750—a programme which involved a repetition, in the space of ten or fifteen years, of an important part of the world's work in astronomy for more than a century past. It was impossible to carry out this plan in all its completeness, so that Newcomb was obliged to confine himself to a correction of the reductions already made and published. For all that, the task was one which, in magnitude, probably exceeded any ever before attempted by astronomers. The number of meridians observed on the Sun, Mercury, Venus, and Mars alone numbered 62,030. Still other branches of the *Nautical Almanac* Office work involved the computation of formulae for the perturbation of the various planets by one another."

The work of Newcomb's life, however, was the theoretical explanation of the observed motions of the planets—a task that grows more difficult, of course, as more delicate observations bring to light smaller and smaller perturbations in these motions. This Newcomb himself called "the great problem of exact astronomy." Says Dr. Arthur E. Bortolucci in an article contributed to *The American Review of Reviews*:—"If the universe consisted of but two bodies—say, the sun and a planet—the motion would be simplicity itself; the planet would describe an exact ellipse about the sun, and this orbit would never change in form, size, or position. With the addition of only one more body, the problem at once becomes so much more difficult as to be practically insoluble; indeed, the 'problem of the three bodies' has been attacked by astronomers for years without the discovery of any general formula to express the resulting motions. For the actually existing system of many planets with their satellites and countless asteroids, only an approximation is possible. The actual motions as observed and measured from year to year are most complex. Can these be completely accounted for by the mutual attractions of the bodies, according to the law of gravitation as enunciated by Sir Isaac Newton? In Newcomb's words, 'Does any world move otherwise than as it is attracted by other worlds?' Of course, Newcomb has not been the only astronomer to work on this problem, but it has been his life-work, and his contributions to its solution have been very noteworthy. "It is difficult to make the ordinary reader understand the obstacles in the way of such a determination as this. Its two elements are, of course, the mapping out of the lines in which the bodies concerned actually do move and the calculations of the orbits in which they ought to move. If the accepted laws of gravitation are true, 'The first involves the study of thousands of observations made during long years by different men in far distant lands, the discussion of their probable errors, and their reduction to a common standard. The latter requires the use of the most refined methods of mathematical

analysis; it is, as Newcomb says, 'of a complexity beyond the powers of ordinary conception.' In works on celestial mechanics a single formula may fill a whole chapter. "This problem first attracted Newcomb's attention when a young man at Cambridge, when by analysis of the motions of the asteroids he showed that the orbits of these minor planets had not, for several hundred thousand years past, intersected at a single point, and that they could not, therefore, have resulted, during that period, from the explosion of a single large body, as had been supposed."

"Later, when Newcomb's investigations along this line had extended to the major planets and their satellites, a curious anomaly in the moon's motion made it necessary for him to look for possible observations made long before those hitherto recorded. The accepted tables were based on observations extending back as far as 1750, but Newcomb, by searching the archives of European observatories, succeeded in 'discovering' data taken as early as 1680, not, of course, with such an investigation as this in view, but chiefly out of pure scientific curiosity. The reduction of such observations, especially as the old French astronomers used apparent time, which was frequently in error of an hour or so, was a matter of great difficulty. The ancient observer, having no idea of the use that was to be made of his work, had supplied no facilities for interpreting it, and much comparison and examination was necessary to find out what sort of instrument was used, how the observations were made, and how they should be utilized for the required purpose. The result was a vastly more accurate lunar theory than had formerly obtained."

Newcomb, writing in *Locksley Hall* over seventy years ago, had such a man as Simon Newcomb in his mind's eye when he said:—"Knowledge comes, but wisdom lingers and lingers on the shore, and the individual withers, and the world is more and more."

**GOVERNMENT HOUSE.**

We are requested to state that owing to the unsettled condition of the weather, the small "At Home" at Mountain Lodge, for which invitations have been issued for to-morrow, has been postponed until Thursday, 14th instant.

**TYPEIONS.**

Tourists received the last typhoon which passed Hongkong by and considerable damage has been done there.

On Sunday the Manila Observatory wired to the American Consulate-General at Hongkong that a cyclone or typhoon was developing south of the western Carolines, but its direction was then unknown. At 9 o'clock this morning a second message was despatched reading:—"Cyclone or typhoon, near, or over, the Western Carolines, direction unknown."

The Hongkong Observatory to-day speaks of the last typhoon having reached Northern Annam, but says little about the new depression.

**NEWS OF THE DAY.**

We learn that normal cable communication with Formosa is restored.

There was one case of enteric fever, a Portuguese, in Hongkong last week.

The German Mail of the 9th September was delivered in London on the 8th inst.

One case of puerperal fever, Chinese, was reported in Victoria during the week ending October 9.

We remind our readers of Herr Koehler's pianoforte recital at the Peak Hotel this evening. It begins at 9.30 o'clock.

The feast day of Confucius was fittingly observed in Hongkong on Sunday, many lanterns, much bunting and pretty floral displays decorating the streets.

Soon after 9 a.m. this morning the axle of car No. 22 broke when near the Soldiers' and Sailors' Home in Arsenal Street and for a time a number of trams were held up, the service being delayed in consequence.

This week's *Overland China Mail* is now ready. It contains a full report of the Governor's speech at the Legislative Council Meeting. Copies for friends at Home can be bought and posted from the office of this paper. Orders should be sent in this thing to-morrow morning.

A Constantinople telegram states that the German Embassy there has presented to the Porte a claim for the losses which were sustained by German subjects in the Adams disturbances. The French and Italian Embassies will shortly present similar claims. It is understood that the Italian claims will exceed Frs. 100,000.

**A CAPTAIN'S DISMISSAL.**

**Action in the Summary Court.**

In the Court of Summary Jurisdiction to-day, before the Puisne Judge (Mr. Justice Gompertz), Capt. Cooper, late master of the steamship Tak Hing, brought an action against the Sze Yip Steamship Co., claiming \$488.33 as damages for wrongful dismissal, \$108.33 being for wages due and \$380 for three months' wages in lieu of notice. A sum of \$250 was paid into Court and admitted by defendants to be due.

Mr. Roder Harris, from the office of Messrs. Wilkinson and Grist) was for plaintiff, and Mr. P. Sydenham Dixon for defendants. Mr. Harris said he wished to amend the writ so as to add \$141.67 to the claim, this being for wages from the 1st to the 10th of September. (He Mr. Harris) was not aware that the defendants had not paid wages for the time up to which he had been dismissed, and he now asked leave to add that sum. That would bring the total claim to \$1,000.

Mr. Dixon said in that case he must ask for costs up to to-day, because it was altering the whole case. This was going on him and he would be entitled to have the case adjourned; but if he did not ask for that he could ask for costs. His friend was in a fix, not having received proper instructions.

The Puisne Judge—You may have all sorts of incidental to the amendment, but I should think they would be nothing. That is what you are entitled to.

Mr. Harris, pending the case, said plaintiff was engaged on December 1st last upon the terms that he was to be master of the Sze Yip Tak Hing at a salary of \$225 a month for the first six months and \$250 for the second six months. There was a written confirmation of this agreement, but there were no terms limiting the agreement or any reference to a time of dismissal by either side.

The Lordship—What do you say the engagement is then? Mr. Harris—I think that is a very doubtful point, but I think it is an engagement for a year. I think defendants had power to give reasonable notice of dismissal. The question turns on what is a reasonable term of notice within the custom of the Court. Mr. Harris quoted a case decided some years ago by Sir Henry Berkeley, and contended that this was on all fours. It was held that three months' notice should be given.

Proceeding, Mr. Harris said at the end of six months plaintiff's salary was increased according to agreement, but on the 19th of Sept. he received a letter from the manager of the defendant firm saying his services would no longer be required and asking him to call at the Company's office to receive his wages, and also asking him to hand over the ship's register and tickets to Mr. William Bishopp who had been appointed master of the ship.

Plaintiff then gave evidence, confirming Mr. Harris's statement and adding that he had never been notified that his services were in any way unsatisfactory. Cross-examined by Mr. Dixon—Why did the Company dismiss you at a moment's notice?—That I don't know.

Now there is always a reason why people are dismissed. (Can you give me any reason why they should dismiss you?)—None whatever.

You conduct, I suppose, had always been beyond reproach?—Yes.

You had never had any accidents with the ship?—No. Not while I was in charge.

And you never had any quarrels with the manager or the people on board ship?—No.

Do you really mean to swear that while you were in charge of the Tak Hing there were never any accidents?—Yes, there were accidents, but I was not on deck.

You mean you were on shore at the time?—I put it to you that during the last few months there had been one continual series of accidents on board ship?—There has not.

We all know of one accident where the boat collided with a boat?—Yes. That was one accident?—Yes, and they decided in my favour at the Harbour Office.

On the 5th day of December last your propeller got entangled with a night soil cart's rope. Do you remember that?—That is the case which you have already quoted.

No, this is another case.—I beg to differ. Well, we will come to another then.—I don't think you know which one you are coming to.

On the 1st day of March you struck the San Cheong, didn't you?—I never struck the San Cheong.

Well, you had some collision with her?—I never had any collision with her.

What happened then?—I drifted on top of her.

And your Company had to pay a sum of \$50 for repairing her?—Yes.

On the 14th day of February when your ship arrived at the wharf her propeller became entangled with some rope and that cost \$20?—I had nothing to do with that. I was ashore.

So you admit to two accidents while you were on board and one while you were not?—Yes, but in both cases I was exonerated by the Harbour Master.

And you were from blame or not these three accidents have cost the Company well over a thousand dollars?—Well, I would say a thousand dollars.

There have been continued complaints against you for taking a very long time in getting in at all; you take a very quick time?—Well, I have always been told that I did it very quickly.

Re-examined by Mr. Harris—Do you know what Capt. Bishop's salary is?—\$225 a month.

Does that strike you as a very good salary for a captain?—A very good salary.

Evidence was given by Capt. Mooney, chief officer of the Tak Hing, to the effect that it was the custom of the company to give three months' notice.

Mr. Dixon, for defendants, said Capt. Cooper was only master of a river boat and

was paid a monthly wage. So if he got a month's wages he would really do very well indeed. The reason he was dismissed was that there was a whole series of complaints against him. He had had one accident after another and in mooring the ship he often took over an hour. Evidence was then called for the defence. The case was adjourned until Wednesday at noon.

**HONGKONG UNIVERSITY FUND.**

**Big Donation From Canton.**

We are informed that Mr. Cheung Fat Sze, a prominent resident of Canton, has forwarded to H.K. the Governor towards the University endowment fund the handsome sum of \$100,000, which he has succeeded in collecting from residents in the Canton district.

**"THE MAGISTRACY."**

Mr. J. R. Wood took his seat on the Bench at the Magistrate's Court this morning as acting First Magistrate, while there was no one presiding in the Second Court. It is understood that Mr. Halliday, who is at present at home on leave, will act as Second Magistrate.

There are always an extra number of cases on Mondays and it is extremely unfortunate that only one Magistrate was presiding this morning as such a thing makes the work very congested and considerably delays everyone who is obliged to attend at Court.

**SOCIAL AND PERSONAL.**

A Koten Prince of the Blood has died of cholera at Seoul.

The new Russian Minister, M. Peklowski Koniell has arrived at Tientsin.

Major G. J. Morris, Inspector of Works for Engineering Services, Scottish Command, is appointed for duty at Hongkong.

In view of his heroism in attempting to save Sir Curzon Wylie, the Government of Bombay is contributing £100 to the memorial to Dr. Loder.

King Edward has received Lieut. General Baden Powell at Epsom and has conferred upon him the order of Knight Commander of the Royal Victorian Order.

"He has given me seven black eyes in our seven years' married life, and put me in the dustbin and shut down the lid," said Faintine Newman when sent to prison at Norwich for assaulting her husband.

Mr. J. J. Lewis, Consul General for Portugal and Brazil, who had the misfortune to fracture his right leg about a month ago, is making rapid progress to recovery. On Sunday the popular Consul was able to leave his bed for the first time since the accident and take a little gentle exercise with the aid of a pair of crutches.

**HARMSTON'S CIRCUS.**

On Sunday night there being a change of programme at Harmston's Circus a large attendance assembled to witness the good fare provided. If the rain keeps off there should be bumper houses to see these clever performers during the week. The new items are Rudest, the Tramp Cyclist, the comedienne on a Bicycle, the Shetland pony introduced by Mr. A. Ryan, finishing with the pony man's galloping the revolving table. This is an exceedingly amusing turn and it was announced from the ring that a competition would be held some time this week in order to give local gentlemen a chance of trying their skill in keeping on the table while revolving. The Harmston family were to the fore in new riding acts and did the triple jockey act splendidly. Pimple and Roberto kept the audience in good humour while the Sydneys, Karavangas and the performing tiger together contributed to make up one of the best performances ever seen in Hongkong.

There will be another matinee on Wednesday at 4 p.m. prompt.

Mr. Craddock, the Hongkong Agent of the C.P.R., is in receipt of a telegram from the Yokohama Agency advising that a further Marconigram has reached there from the Empress of India. The steamer was, then, at 11 p.m., 9th October, 1500 miles distant from Japan. This is well on towards half the distance between land and land and the probability is that as soon as she gets out of range of Japan she will be within wireless reach of the station on the Canadian side.

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**THE LORDS AND THE BUDGET.**

**GOVERNMENT'S ATTITUDE.**

(Reuter's Service to the China Mail.)

London, Oct. 9. Mr. Winston Churchill, President of the Board of Trade, speaking at the National Liberal Club, said he did not believe that the House of Lords would reject the Budget, and declared that the Government would accept no amendment or compromise.

**GERMAN CHANCELLOR TO VISIT ITALY.**

(Reuter's Service to the China Mail.)

London, October 9. The German Chancellor will shortly visit both King Emmanuel and the Pope.

**CANADA'S NAVY.**

(Reuter's Service to the China Mail.)

London, October 10. There is a strong movement in Canada in favour of building warships there.

It is stated that the firm of Messrs. Harland and Wolff intend to establish shipyards in Canada.

**LLOYD-GEORGE'S DEFENCE.**

**NEW TAKES IMPERATIVELY NECESSARY.**

(Reuter's Service to the China Mail.)

London, October 11. Mr. Lloyd-George, the Chancellor of the Exchequer, speaking at Newcastle, said his Budget was an attack neither on industry or property. The new taxes were imperatively necessary to supply money to pay for Imperial defence and the Old Age pensions. Referring to the improvement in trade, he said that the only stock depressed had been the Dukes, since they started speech-making.

**SPAIN, FRANCE AND MOROCCO.**

**A BIG IFIC-NT DISMI SAL.**

(Reuter's Service to the China Mail.)

London, October 11. The French Commander in Morocco has been placed on the retired list on account of an interview in which he strongly resented the Spanish advance in Morocco and suggested that Spain had ulterior designs of aggrandisement.

**A MONEY LENDER'S CLAIM.**

J. H. Pidgeon was used in the Court of Summary Jurisdiction, to-day, before Mr. Justice Gompertz, by Mangal Singh, an Indian money lender, for a sum of \$40 due on a promissory note.

Mr. Leo D'Almeida appeared for defendant, who he said, admitted the debt. He (Mr. D'Almeida) now applied for a stay of execution on the ground that the defendant had on the 5th of January this year filed his petition in bankruptcy. That petition was not proceeded with because defendant had no assets and was then out of employment. Since then he had obtained employment and was earning \$40 a month, out of which he had to pay \$50 for board and lodging. Under the circumstances he thought the Court would grant a stay of execution. His Lordship gave judgment for plaintiff and allowed stay of execution for a month.

**CHAMBERLAIN'S PAIN BALM.**

YOU will want a good while before you find a liniment that is equal to Chamberlain's Pain Balm. In cases of rheumatism and sciatica it relieves the intense pain and makes sleep and rest possible. Soreness of the muscles, swellings and lameness are quickly relieved by the "Pain Balm" by all chemists and druggists.

**Dr. McKenzie's Invalid Stout.**

**SPECIALLY BREWED FOR THE EAST.**

This Stout promotes energy and is medicinal in cases of debility and waste. A sovereign remedy for replenishing exhausted nature.

Per Dozen Quarts...\$4.65  
Per Dozen Pints...2.60  
Per Dozen Spits...1.75

MR. FRANK BROWNE, Government Analyst of this Colony, certifies that the results of his analysis of this Stout show that it is both good and sound.

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## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELHI	About 13th	Freight and Passengers
LONDON, via Suez	HIMALAYA	15th	Freight and Passengers
LONDON & ANTWERP	CEYLON	About 20th	Freight and Passengers
SHANGHAI, MOJI, KOBE, YOKOHAMA	NAMUR	About 23rd	Freight and Passengers

P. & O. S. N. Co.'s Office. E. A. BOWETT, Superintendant.

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## ROYAL MAIL STEAMSHIP LINE.

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Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.  
The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER.  
SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.  
(Subject to alteration.)

From Hongkong	From Quebec or St. John
'EMPERESS OF JAPAN' SATURDAY, 16th Oct.	'EMPERESS OF BRITAIN' FRIDAY, 12th Nov.
'EMPERESS OF CHINA' SATURDAY, 8th Nov.	'EMPERESS OF BRITAIN' FRIDAY, 3rd Dec.
'EMPERESS OF INDIA' SATURDAY, 21st Nov.	'EMPERESS OF BRITAIN' FRIDAY, 31st Dec.

'Emperess' Steamships leave Hongkong at 6 p.m. and 'Monteagle' at 12 Noon.  
Each Trans-Pacific 'Emperess' connects at Vancouver with a Special Mail Express Train and at Quebec or St. John with Atlantic Mail Steamers as shown above. The 'Emperess of Britain' and 'Emperess of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.  
The 'Emperess' steamers on the Pacific and on the Atlantic are equipped with the latest wireless apparatus.

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HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent) \$71.10.  
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.  
Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTAGLE' carries only 'One Class' of Saloon Passengers (termed Intermediate), the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.  
Via Canadian Atlantic Port \$43.  
Via New York \$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CLADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

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FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

Operating in connection with the OREGON RAILROAD & NAVIGATION CO.

STEAMERS	Tons	Captains	To SAIL
RYGJA	3807	E. H. SVENDSEN	About October 14th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

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FORTNIGHTLY SERVICE TO AND FROM EUROPE, Via SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, Via SHANGHAI.

For	STEAMERS	Captain	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	TOURANE	Bouvier	Oct. 11, p.m.
MARSEILLES, Via Port	OCEANIAN	Sellier	Oct. 12, at 1 p.m.
SHANGHAI, KOBE AND YOKOHAMA	ARMAND BEHIC	Goussier	Oct. 25, p.m.
MARSEILLES, Via Port...SYDNEY	Costa		Oct. 25, at 1 p.m.

TRANS SHIPPING on the Co's Steamers at SHANGHAI for BATAVIA, at COLOMBO for GALLE, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from MARSEILLES to London. Interpreters meet passengers on their arrival in Marseilles.

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## NEXT SAILINGS FROM HONGKONG.

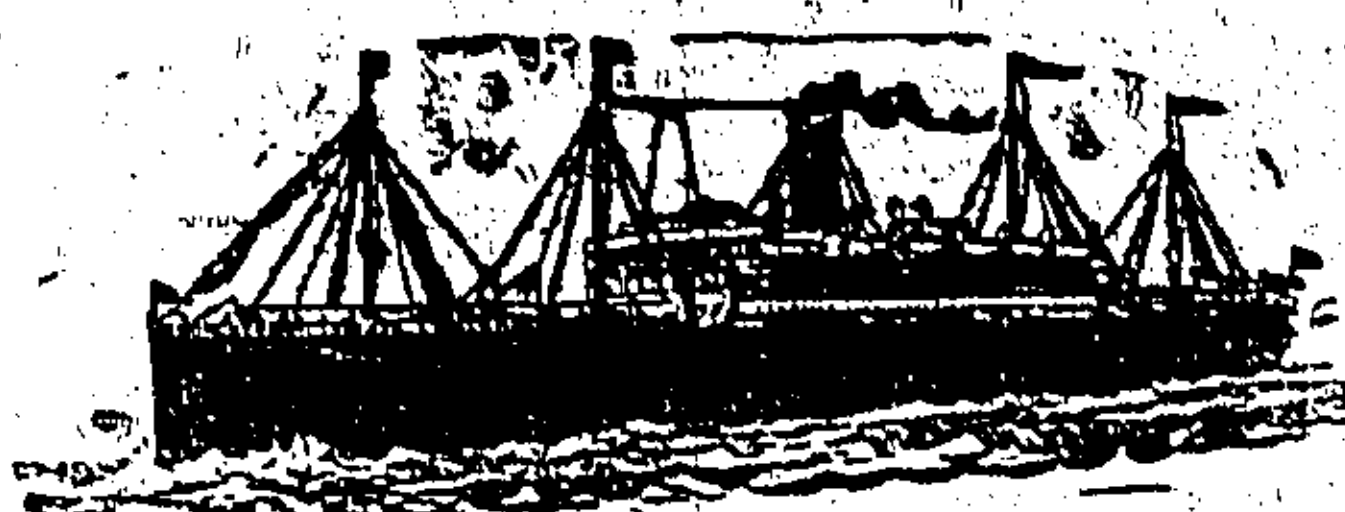
Outward	Home
For Shanghai, Yokohama & Kobe	For Havre & Hamburg
S.S. SILESIA 13th Oct.	S.S. NIOMEDIA 13th Oct.
S.S. BRIGAVIA 15th Oct.	S.S. ABERNETHY 15th Oct.
S.S. SILESIA 15th Nov.	For Havre & Hamburg
S.S. BRIGAVIA 15th Nov.	S.S. LIBERIA 15th Nov.
S.S. SILESIA 15th Dec.	For Havre & Hamburg
S.S. BRIGAVIA 15th Dec.	S.S. BRIGAVIA 15th Dec.

For further particulars apply to HAMBURG-AMERIKA LINIE Hongkong Office.

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## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
MANCHURIA 27,000 Tons	SATURDAY, 14th Oct., at Noon.
CHRYO MARU 21,000 Tons	FRIDAY, 22nd Oct., at Noon.
MONGOLIA 27,000 Tons	SATURDAY, 13th Nov., at Noon.
TENYO MARU 21,000 Tons	FRIDAY, 19th Nov., at Noon.
KOREA 18,000 Tons	TUESDAY, 30th Nov., at Noon.
NIPPON MARU 11,000 Tons	FRIDAY, 10th Dec., at Noon.
SIBERIA 18,000 Tons	FRIDAY, 17th Dec., at Noon.

\* Twin Screw. \* Triple Screw Steamer.

The S.S. MANCHURIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama, and Honolulu, on SATURDAY, October 16th, at Noon.

Fares: Hongkong to London £71.10. 6. including Berth and Meals across America.

## INTERMEDIATE SERVICE.

Asia	9,500 Tons	SATURDAY, 30th Oct., at Noon.
China	10,200 Tons	FRIDAY, 24th Dec., at Noon.

The fine Mail Steamers ASIA and CHINA carry intermediate passengers only, affording superior accommodation for that class.

Hongkong to London (via Canadian Atlantic Port) £43.  
via New York £45.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Services of the China and Japan Governments.  
Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies, Kiso's Building (opposite Blake Pier).

S. SILVERSTONE, Agent.

## NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KANAGAWA MARU, Capt. J. Nagao, Tons 6500	WEDNESDAY, 13th Oct., at Daylight.
VICTORIA, B.O. & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA, KAIKAI, AND YOKOHAMA	HAKATA MARU, Capt. J. Dring, Tons 6500	WEDNESDAY, 27th Oct., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	AKI MARU, Capt. K. Sato, Tons 7000	TUESDAY, 12th Oct., at Noon.
SHANGHAI, MOJI & KOBE	RAGA MARU, Capt. M. Hagino, Tons 6500	TUESDAY, 9th Nov., at Noon.
KOBE & YOKOHAMA	YAWATA MARU, Capt. T. Sato, Tons 6000	FRIDAY, 29th Oct., at Noon.
BOMBAY, via SINGAPORE AND COLOMBO	YAWATA MARU, Capt. T. Sato, Tons 6000	FRIDAY, 29th Oct., at Noon.
	YAWATA MARU, Capt. T. Sato, Tons 6000	FRIDAY, 29th Oct., at Noon.
	YAWATA MARU, Capt. T. Sato, Tons 6000	FRIDAY, 29th Oct., at Noon.
	YAWATA MARU, Capt. T. Sato, Tons 6000	FRIDAY, 29th Oct., at Noon.
	YAWATA MARU, Capt. T. Sato, Tons 6000	FRIDAY, 29th Oct., at Noon.

\* Fitted with new system of wireless telegraphy. \* Cargo only.  
\* Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.  
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

## EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ AND PORT SAID.

THE Company's Newly Built 9000 Ton Passenger Steamers will be despatched from Hongkong as follows:-

Miyasaki Maru	(Capt. T. Marai)	About Wed., 20th Oct.
Kitano Maru	(Capt. F. E. Ope)	About Wed., 17th Nov.
Hirano Maru	(Capt. H. Fraser)	About Wed., 18th Dec.
Kamo Maru	(Capt. F. L. Sommer)	About Wed., 19th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

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T. KUSUMOTO, Manager.

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CABLE ADDRESSES: MIYASAKI, applying to Head Office and Shimomoto branch, YUTAKA, applying to Hongkong Branch only.

The Head and Branch Offices will receive any Order for

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Y. KUBO, MANAGER, HONGKONG, 4th Floor, No. 1 CONNAUGHT ROAD.

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## Hotels.

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## HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS. Private Bar and Billiard Room. Hot and Cold Water throughout. Electrically Lighted.

Electric Passenger Elevator to each Floor. Tables d'Hôte at Separate Tables.

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Hongkong, October 2, 1908. 1203

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STANDING in its own grounds, with Tennis and Croquet Lawns, Large Airy and Well-Furnished Rooms. Every home comfort. Fine View of the Harbour.

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Hongkong, September 2, 1908. 1214

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Electric light, hot and cold water throughout. Billiards, tennis, croquet, putting green and fine stabling for horses.

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## SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, Siam, THE MALAY PENINSULA, CAMBODIA, ANAM, THAILAND, COCHINA AND JAPAN.

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## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

(SUBJECT TO ALTERATIONS)		TO SAIL
FOR		
1. SANDAKAN	MAURANG	TUESDAY, Oct. 12, at 8 a.m.
2. SHANGHAI, via SWATOW,	HANGSAW	TUESDAY, Oct. 12, at 4 p.m.
3. TIENTSIN, via TIENTSIN AU,	OHONGSHING	WEDNESDAY, Oct. 13, at 4 p.m.
4. WEIHAIWEI & CHEFOO	DOONGSANG	FRIDAY, Oct. 15, at 4 p.m.
5. MANILA	YANSAW	SATURDAY, Oct. 16, at 2 p.m.
6. SINGAPORE, PENANG,	YUENANG	FRIDAY, Oct. 22, at 4 p.m.
7. AND CALCUTTA		

\* RETURN TOUGES TO JAPAN. Occupying 34 days.  
The steamer Katsung, leaving and returning about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified Surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Yantai, Labad, Dagu, Singapore, Tientsin, Utsunomiya, and Yokohama.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

Telephone No. 51.

## CHINA NAVIGATION CO., LD. CHINA.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	TRIAN	Oct. 12, at 3 p.m.
NEWCHWANG	NANCHANG	Oct. 13, at 4 p.m.
CHINGHAI	KWELER	Oct. 13, at 4 p.m.
SHANGHAI	CHINEVA	Oct. 14, at 4 p.m.
TIENTSIN	HUCKOW	Oct. 17, Daylight.
MANILA, ZAMBOANGA, and USUAL AUSTRALIAN PORTS	CHANGHAI	Nov. 5, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN SCREW STEAMERS—(S.S. Anhui, Chusan, Linan, Chihna)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports, avoiding the inconvenience of transshipment at Wootung.

FARES INCLUDING WINES—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 54.

## OSAKA SHOSHEN KAISHA.

## REGULAR SERVICES, PROPOSED.

## SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE & FUGET SOUND RAILWAY.

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leaves
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TACOMA, via KEELUNG, SHANGHAI, MOJI, KOBE, PITZPATRICK, SHIMIDZU & YOKOHAMA.

Do. SEATTLE MARU, Capt. T. Saito.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Porcelain. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
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ANPING, via SWATOW AND AMOY.

SWATOW, AMOY & TAMSUI.

SWATOW, AMOY & TAMSUI.

Fair speed. Superior passenger accommodation. Electric light throughout. First-class cuisine.

The newly built steamers: "COSMOS MARU" and "BUTY MARU"—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, June 22, 1909.

T. ARIMA, Manager.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL
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WAPLES, GENOA, AEGLEBS, LUEZOW, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN.

SHANGHAI, NAGASAKI, PRINCESS ALICE, KOBE AND YOKOHAMA.

MANILA, YAP, NEWGUINEA, COBLE



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1910.  
PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to Colombo	Connecting Steamers from Colombo to MARSEILLES & LONDON	Due MARSEILLES (Brindisi) (3 days earlier)	Due LONDON (1 day later)
Steamer	Leave	Steamer	Due	Due
ARCADIA.....8000	Feb. 5	MAHUA.....11000	March 6	March 11
DELTA.....8000	Feb. 19	CHINA.....8000	March 19	March 24
MAHUA.....11000	March 5	MALWA.....11000	April 2	April 8
DEVANHA.....8000	March 19	(Through steamer) (calling at Bombay)	April 16	April 22
ASSATE.....8000	April 2	MONGOLIA.....10000	April 30	May 6
DELTA.....8000	April 16	MARMOGA.....10000	May 14	May 20
DELHI.....8000	May 3	MOBBA.....11000	May 28	June 3
		MOOLAN.....10000	June 12	June 18

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Har. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (Including Surtax):  
1st Saloon.....£71.10 Single. £106.14 Return.  
2nd ".....£48.8 " £72.12 "

In addition to the above Mail Steamers the following—

INTERMEDIATE (NOT-TAKING) STEAMERS

WILL LEAVE FOR

LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
SYRIA.....8600	January	March
SUMATRA.....4800	February	March
NYANZA.....8700	February	April
SUNDA.....4800	March	May
MALTA.....8670	April	June
SARDINIA.....8670	May	July
NORSE.....8700	May	July

These Steamers call also at Singapore, Penang, Colombo, and at Marseilles.

FARES TO LONDON (Including Surtax):

1st Saloon.....£35.10 Single. £52.10 Return.

2nd ".....£23.10 " £34.10 "

\* Carry 1st and 2nd Saloon Passengers.

For further particulars Apply to

E. A. HEWETT,

General Manager.

HONGKONG, November 2, 1909.

15

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

MANZANILLO, (MEXICO), CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU AND SALINA CRUZ (MEXICO).

s.s. Hongkong Maru - 6000 tons gross Oct. 26th, at noon.

s.s. Manshu Maru - 5000 " " Dec. 10th, at noon.

s.s. America Maru - 6000 " " Feb. 5th, at noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAI-KA, Yokohama, Japan.

354

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

HONGKONG—SOUTH CHINA

COAST PORTS.

HIGHEST-Class, fastest and most luxurious Steamers on the Coast, having

splendid Accommodation for First-Class Passengers. Electric Light and First-

Class Cuisine.

STEAMSHIP

For

HAIPHONG.....SWATOW, AMOY &amp; FOCHOW. TUESDAY, 12th

Capt. A.E. Hodgins

HAIKUN.....SWATOW. WEDNESDAY, 13th

Capt. J.W. Evans

HAICHING.....SWATOW, AMOY &amp; FOCHOW. FRIDAY, 15th

Captain Passmore

For the convenience of Passengers, Steamers will arrive at, and

depart from, the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

DOUGLAS, LAPRAIK &amp; CO.,

General Managers.

Hongkong, November 17, 1909.

158

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER

FROM

EXPECTED

WILL LEAVE FOR

ON OR ABOUT

TJIMAHU.....JAPAN

First half of Oct.

TJIPANAS.....JAPAN

Do.

TJIKINI.....JAPAN

Do.

TJILATJAP.....JAPAN

Second half of Oct.

TJILIWONG.....JAPAN

Do.

TJIBODAS.....JAPAN

First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation

for a limited number of Saloon Passengers, and will take Cargo to all Northern-

lands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,

Yokohama, Japan.

159

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

Tons

Captain

For

Sailing Date

TUBI.....3540

W. R. Almond

Manila

Oct. 16 at Noon

SABRO.....3540

R. Rodger

Manila

Oct. 21 at Noon

For Freight or Passage, apply to

Shewan, Tomes &amp; Co. General Managers

HONGKONG, October 4, 1909.

157

## Shipping.

PENINSULAR & ORIENTAL STEAM  
NAVIGATION COMPANY.S.S. 'MACEDONIA,'  
10,500 tons,

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR  
MARSEILLES AND LONDON, VIA BOMBAY.

WILL leave Hongkong on MARCH 19th, 1910, staying

at Bombay 24 hours only and is due to arrive at—

MARSEILLES.....April 16th.

LONDON.....April 23rd.

FARES TO LONDON—

1st Saloon.....£71.10 Single. £106.14 Return.

2nd ".....£48.8 " £72.12 "

For further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, August 16, 1909.

1030

## THE EASTERN &amp; STEAMSHIP CO.

AUSTRALIAN

MAIL

TO AUSTRALIA.

MAIL SCHEDULE.

(SUBJECT TO MODIFICATION).

STEAMERS

ARRIVE HONGKONG

FROM AUSTRALIA

LEAVE HONGKONG

FOR AUSTRALIA

EASTERN

AIDENHAM

Oct. 19.

Nov. 16.

13th Oct. at Noon.

10th Nov. at Noon.

8th Dec. at Noon.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful

supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.

All State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON &amp; CO.,

Agents.

Hongkong, November 2, 1909.

1497

NAVIGAZIONE GENERALE

ITALIANA,

(FLORENCE &amp; RUSSIAN UNITED COMPANIES).

STEAM FOR BOMBAY.

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail

Steamers to Port Said, Messina, Naples, Genoa and Genua, also

Yokohama and Kobe, all Mediterranean

Ports, Adriatic, Levantine and South

American Ports up to Callao.

(Making Cargo at through rates to PERLAS

Gulf and Bagdad, also BARCELONA,

VALPARAISO, ALICANTE, AMERICA and

MALAGA).

THE Steamship

ISCHIA.

Captain Brizzio, will be despatched at

above on TUESDAY, the 12th inst., at

Noon.

For further particulars regarding Freight

and Passage, apply to

CARLOWITZ &amp; Co.,

Agents.

Hongkong, October 6, 1909.

1268

FOR SINGAPORE, PENANG AND

CALCUTTA.

Taking Cargo on through Bills of Lading to

Rangoon, Madras and Mauritius.

THE Steamship

LIGHTNING.

Captain A.E. Gwynne, will be despatched at

above on TUESDAY, the 12th

inst., at Noon.

For Freight or Passage, apply to

D. SASSOON &amp; Co., Ltd.,

Agents.

Hongkong, October 8, 1909.

1269

AUSTRIAN

NAVY

COMPANY.

STEAM FOR

LONDON AND ANTWERP, VIA

SINGAPORE, PENANG, COLOMBO,

PORT SAID &amp; MARSEILLES.

THE Steamship

CEYLON.

Captain H. N. Rivers, R.N., will leave

for the above places on or about 23rd

October, 1909.

Saloon Fare.....£35.10 (including surtax).

For Freight or Passage, apply to

E. A. HEWETT,

Superintendent.

P. &amp; O. S. N. Co.'s Office,

Hongkong, October 5, 1909.

2531

CHARGERS' REUNION CO.

FRENCH STEAMSHIP COMPANY

REGULAR FREIGHT SERVICE

TO SAN FRANCISCO, MEXICO, PERU,

CHILE, RIVER PLATE, BRAZIL.

THE Steamers of the Chargeurs Reunis Co.

are fitted with the latest machinery and

are lighted throughout with Electricity.

All State-Rooms have Electric Fans. A

daily qualified Doctor and Stewardess are

carried. For further particulars, apply to

Messrs. ARNOLD, KARBURG &amp; CO.,

Agents.

Hongkong, October 4, 1909.

1547

## Shipping.

CANADIAN PACIFIC  
RAILWAY CO.

## FOR VANCOUVER

THE Steamship

OCEANO,

From Hongkong, on

Thursday, 21st October,

For VANCOUVER, VIA JAPAN

PORTS.

To be followed by the

KUMERIO.....18 November.

AYMERIO.....16 December.

SUYERIO.....15 January, 1910.

OCEANO.....10 February.

Bills of Lading issued to Victoria, Van-

couver and Overland Points in Canada and

the United States, also West Indies.

For further information regarding rates

of freight, etc., apply to

CANADIAN PACIFIC

RAILWAY CO.,

HONGKONG.

Hongkong, October 7, 1909.

1298

'SHIRE' LINE OF STEAMERS, LD.

FOR MARSEILLES, LONDON AND

HULL.

THE Steamship

GLAMORGANSHIRE,

Captain H. C. Norris, will be despatched

at above on or about SATURDAY, 23rd

October.

For Freight or Passage apply to

JARDINE, MATHESON &amp; Co., Ltd.,

Agents.

Hongkong, October 5, 1909.

1254

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, HONOLULU

JAPAN &amp; SHANGHAI.

CONSIGNEES OF Cargo per Steamship

MANCHURIA.

The above-named steamer having

arrived, Consignees of Cargo are hereby

notified to send in their Bills of Lading for

counter-signatures, and take immediate

delivery of cargo from alongside.

Cargo impeding discharge of the vessel

will be landed at once at Consignees' risk

and expense.

Cargo remaining on board after FRI-

DAY, October 8th, 1909, at Noon, will be

landed and stored at Consignees' risk

and expense.

No Fire Insurance whatever will be

effected.

All cargo undelivered on TUESDAY,

October 12th, 1909, at Noon, will be

subject to rent.

All claims and other matters damaged cargo

will be settled at the above Company's

Godown on MONDAY, October 11th,

1909, at 10 a.m.

S. SILVERSTONE,

Agent.

Hongkong, October 5, 1909.

1250

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

PRINZ-REGENT LUITPOLD,

having arrived, Consignees of cargo are

hereby informed that their Goods, with the

exception of Opium, Treasure and Val-



